

NOTICE TO CONTRACTORS/CONSULTANTS:

Please Note: Tuesday, November 6th, 2012 is a State Holiday. If questions are asked

on Monday, November 5th, 2012 they may not be addressed until Wednesday, November 7th, 2012.

We will make every effort to address your questions as quickly as possible.

The Montana Department of Transportation (MDT) is soliciting construction and design services for the design-build project identified below. Contractor and consultant teams (Firms) are encouraged to submit a Statement of Qualifications (SOQ) response to the Montana Department of Transportation - Engineering Division, Contract Plans Bureau, Room 101, 2701 Prospect, Helena, Montana by 11:00 a.m., local time on November 2, 2012.

Federal Aid Project Name: Teton River Rest Area

Federal Aid Project No.: IM 15-6(38)319

Control No.: 6872

PROJECT DESCRIPTION:

This project includes design and construction for the rehabilitation of two existing rest area facilities, one northbound and one southbound, located at the existing rest area sites on Interstate 15 at MP 319± approximately 6 miles north of Dutton, MT.

Further information on this Design/Build project can be found at the following links:

[REQUEST FOR QUALIFICATIONS](#)

[ATTACHMENT A - SOQ EVALUATION CRITERIA](#)

Bid Letting: NOVEMBER 8, 2012

Updated Wed. 26-Sep-2012 8:45 MDT

This is to draw attention to the Buy America requirements associated with these contracts. Specifics on the contractual requirements can be found in Subsection 106.09 - Domestic Materials as applicable to this contract and the associated [Form 406](#) which must be signed and submitted by the Prime Contractor prior to material incorporation. In advance of bidding inform Subcontractors and Suppliers that the Department will not accept mill provided letters as documentation for Category 1 items in lieu of the required signed mill test reports. Additionally, domestic material statements associated with Category 2 items will not be accepted unless it clearly indicates that the material meets the Buy America requirements. The Buy America requirements entail

that all manufacturing processes, including the initial melting/recycling, have occurred within the United States. Statements such as "Made and manufactured in the United States" or "Made in the USA" will no longer be accepted as these have the potential of being exploited and used to work around the 100% melted/recycling and manufactured in the United States requirement. For further information on the Buy America law and provision, please refer to [23 USC Section 313](#), [23 CFR 635.410](#), and the [FHWA's Buy America Q and A site](#).

NOVEMBER 8, 2012

101 - BONNER INT - EAST (I-90)

-1-

Submitted: Mon, 15-Oct-2012 08:34 MDT
Company: Pavement Maintenance Solutions, Inc.
Contact: Chris Rasmussen

Question:

In the interest of cost savings, would the Department consider using Type 1 Cover Material rather than Type 2 for this project.

Answer:

Submitted: Mon, 15-Oct-2012 09:47 MDT
No, the Type 2 Cover is required due to the high ADT.

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Submitted: Wed, 17-Oct-2012 15:25 MDT
Company: Riverisde Contracting Inc.
Contact: Dennis Devous

Question:

Please publish the pre-paving IRI for this project as well as the date it was performed.

Answer:

Submitted: Mon, 22-Oct-2012 08:06 MDT
MDT did not perform a pre-pave IRI for this project as it is a Category 1 mill/fill.

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Submitted: Tue, 23-Oct-2012 11:08 MDT
Company: HighMark Traffic Services
Contact: Brad Meyer

Question:

You have quantities for 2 applications for white paint and only one application of yellow paint. Is this correct?

Answer:

Submitted: Thu, 25-Oct-2012 08:12 MDT
The asterisk note below the Pavement Markings Frame says "Based on 2 applications in cold mill areas". The asterisk symbol is missing in the Interim Application column heading. However, the areas of cold milling get two

applications of both yellow and white paint, the rest of the project gets one application of both yellow and white paint. The plan quantities are correct.

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Submitted: Wed, 24-Oct-2012 10:12 MDT

Company: LHC, Inc

Contact: David Steely

Question:

Special Provision 18 - "Salvage of cold millings" directs us to "Salvage, haul and stockpile 3,000 CY of milled pavement to the city storage site at the corner of Rodger's Street and Shakespeare St, in Missoula, MT." The other two waste locations (MDT Clinton Maintenance yard & MDT Desmet Maintenance yard) only mention "delivery" of the milled pavement to these locations. Does this mean that MDT forces will stockpile the milled material at these two locations? Please clarify.

Answer:

Submitted: Thu, 25-Oct-2012 10:31 MDT

The contractor will salvage, haul and stockpile the cold millings to all three locations in the quantities listed in Special Provision #18.

102 - NORRIS - EAST

Clarification:

Submitted: Tue, 16-Oct-2012 14:27 MDT

Class DD - Bridge concrete may be used for the Modified Concrete Overlay.

-1-

Submitted: Tue, 16-Oct-2012 09:55 MDT

Company: LHC, Inc

Contact: David Steely

Question:

Regarding Special Provision 19 "Disposal of millings and excess cover material", would the State please list the amount of material going to each milling material waste location? You have the destinations listed but not the quantity of the material going there. The State normally lists these quantities which enables us to figure out the trucking needed for the removal.

Answer:

Submitted: Thu, 18-Oct-2012 14:03 MDT

The entire 8,990 cubic yards of cold milling is to go to Lake Road.

Special Provision #19 - Disposal of Cold Millings and Excess Cover Material is hereby revised to the following:

19. Disposal of Millings. 19.B. and 19.C and 19. D. are also revised as follows: 19. B. Madison County Road is changed to Madison County. 19. C. window is hereby changed to windrow. 19. D. Remove "and cover material".

-2-

Submitted: Wed, 17-Oct-2012 15:26 MDT

Company: Riverisde Contracting Inc.

Contact: Dennis Devous

Question:

Please publish the pre-paving IRI for this project as well as the date it was performed.

Answer:

Submitted: Fri, 19-Oct-2012 08:21 MDT

The pre-paving IRI's for this project are: Eastbound 117.8 and Westbound 109.0 and were performed on October 18, 2012.

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Submitted: Mon, 22-Oct-2012 13:27 MDT

Company: Riverside Contracting Inc

Contact: Dennis Devous

Question:

I see no specification for the Special Borrow or the fabric you want to use in the digout area. Will the Contractor be able to waste the existing materials within the Departments right away?

Answer:

Submitted: Tue, 23-Oct-2012 09:24 MDT

1) The material requirements for Special Borrow and Geotextile Stabilization in Digout Excavation areas can be found in Supplemental Specification 203-Excavation and Embankment (specifically 203.03.1, Paragraph G.) effective 10-11-12.

2) No. Materials excavated from the digout may not be disposed of within MDT Right of Way.

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Submitted: Mon, 05-Nov-2012 16:11 MST

Company: Nelcon, Inc

Contact: Sam Weyers

Question:

Due to narrow corridor and safety concerns to the travelling public and need of having multiple haul vehicles during milling and paving operations to match demands of mililng and paving productions, can the entire project be milled off and place temporary pavement markings and then allow paving operations to be separate? This will allow for many less traffic safety issues.

Answer:

Submitted: Wed, 07-Nov-2012 15:02 MST

Yes, the full cold milling may be completed on the project before beginning paving. The cold milling must be complete full width at the end of each working day.

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Submitted: Wed, 17-Oct-2012 15:26 MDT
Company: Riverisde Contracting Inc.
Contact: Dennis Devous

Question:

Please publish the pre-paving IRI for this project as well as the date it was performed.

Answer:

Submitted: Thu, 18-Oct-2012 10:30 MDT
The Pre-Pave IRI was conducted 9/19/2012 and the results are:

WB Driving Lane Average = 60.0 inches/mile EB Driving Lane Average = 63.6 inches/mile.

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Submitted: Thu, 25-Oct-2012 17:05 MDT
Company: Riverside Contracting, Inc.
Contact: Kurt Kaufman

Question:

Special Provision 15-"Bridge End Backfill & Digout Excavation" directs us to dispose of the excavated material to the satisfaction of the Project Manager. Will the Project Manager allow the Contractor to waste the excavated materials within the project limits and within the Departments right-of-way?

Answer:

Submitted: Tue, 30-Oct-2012 12:42 MDT
Excavated material may be wasted inside the MDT Right of Way providing it does not interfere with drainages. Coordinate with MDT Maintenance for the locations. Any material not disposed of in the Right of Way will be removed as per the special provision. All costs associated with topsoil removal and replacement, wasting the material and reseeding the affected area will not be paid for separately.

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Submitted: Fri, 02-Nov-2012 15:18 MDT
Company: Century Companies, Inc.
Contact: Doug Welsh

Question:

It appears that typical section No. 2 will be utilized within sections of the the road that have existing guardrail and drainage curb. Do you foresee guardrail and asphalt/ concrete curb being removed and replaced? And if so, how will it be paid for?

Answer:

Submitted: Mon, 05-Nov-2012 10:59 MST
Typical #2 is for west end of the westbound structures. These areas are departure ends from the structures. There is no guardrail or curb to be removed on the departure ends of the structures.

-1-

Submitted: Wed, 17-Oct-2012 15:26 MDT
Company: Riverisde Contracting Inc.
Contact: Dennis Devous

Question:

Please publish the pre-paving IRI for this project as well as the date it was performed.

Answer:

Submitted: Wed, 24-Oct-2012 12:15 MDT

The IRI numbers for Spanish Creek (from 6/5/12) are as follows:

Southbound 72

Northbound 71

105 - VAUGHN - SUN RIVER & TWO SIMMS JOBS

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Submitted: Mon, 15-Oct-2012 08:01 MDT
Company: Pavement Maintenance Solutions, Inc.
Contact: Chris Rasmussen

Question:

What is the anticipated Notice to Proceed for this project?

Answer:

Submitted: Tue, 16-Oct-2012 13:15 MDT

When not explicitly stated in the bid proposal special provisions, the "Notice to Proceed" date is typically five to six weeks after the bid letting date. The Department reserves the right to base the Notice to Proceed on an alternate timeframe.

-2-

Submitted: Thu, 25-Oct-2012 11:36 MDT
Company: Pavement Maintenance Solutions, Inc.
Contact: Chris Rasmussen

Question:

Will the Department require any of the excess cover material to be picked up and disposed of off site on this project?

Answer:

Submitted: Tue, 30-Oct-2012 08:09 MDT

There is no special requirement to pick up and dispose excess cover aggregate off site.

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Submitted: Thu, 01-Nov-2012 14:28 MDT
Company: Schellinger Construction Co., Inc.
Contact: Marc Blanden

Question:

What is the average depth of existing asphalt at the digout locations?
Station 411+47 to 421+57.72

Answer:

Submitted: Fri, 02-Nov-2012 14:16 MDT

Three borings were taken in the area. The depth of asphalt was 1.6', 1.0' and 1.2'.

106 - MILLIGAN CANYON - E & W

No Questions at this time.

107 - D3 CULVERT REHAB I-15

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Submitted: Tue, 23-Oct-2012 14:19 MDT

Company: United Materials of Great Falls, Inc.

Contact: Scott

Question:

The cement grout used to fill the annular area between the two culverts is specified to be fiber reinforced.

Please specify the type and rate of fibers required in the design. The project states the grout be 4,000 psi.

Could the compressive strength requirement be lowered to allow for a more economical product for the intended purpose? Please specify the class of concrete required for the culvert liner.

Answer:

Submitted: Fri, 26-Oct-2012 09:40 MDT

Fiber type and rate will be analyzed based on manufacturer recommendations as part of the grout mix design submittal.

The grout must meet the 4000 psi requirement. Alternative 4000 psi fiber-reinforced mix designs other than that specified may be submitted and are subject to approval.

Class DD concrete is required for the culvert liner.